

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

October 13, 2016  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Lampe, Commissioners Bishop, Chirls, Larrivee, Woosley, Wu, Zahn

COMMISSIONERS ABSENT: None

STAFF PRESENT: Paula Stevens, Shuming Yan, Franz Loewenherz, Andreas Piller, Stela Nikolova, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:32 p.m. by Chair Zahn who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee who arrived at 6:37 p.m.

3. PUBLIC COMMENT

Ms. Vicky Clarke (all comments made by Ms. Clarke were lost when the recorder's power was inadvertently cut.)

Ms. Michelle Wannamaker, 4045 149th Avenue SE, directed attention to the 2016 concurrency report and two maps, the neighborhoods boundary lines map from the Comprehensive Plan, and a map from the concurrency report. She pointed out that I-90 crosses through Eastgate's MMA-10. She agreed that MMA boundaries do not exactly follow neighborhood boundaries, but said the concurrency report shows that they change when the zoning changes. There were no changes after the 2012 annexation of Eastgate's residential neighborhood. None of Eastgate's residential neighborhoods south of I-90 is in MMA-10. The boundaries and intersections in MMA-10 have remained the same in all of the concurrency reports on the city's website until the 2016 report when the city moved 150th Avenue SE and SE 38th Street out of the Eastgate MMA and into MMA-11 to the south. The intersection that was moved is located in the center of Eastgate. Eastgate and Somerset are completely built-up neighborhoods and there is no good reason for moving the intersection from MMA-10, except to give the false impression that there is still capacity in Eastgate and to ensure that developers will be able to get their projects built once the Eastgate/I-90 rezoning project is approved. She pointed out that 140th Avenue SE is adjacent to the park and ride, but the measurement is for 139th Avenue SE. The main entrance to Bellevue College is also not measured, but the intersection at 150th Avenue SE and SE 27th Street is measured. The concurrency measurements are taken from

4:00 p.m. to 6:00 p.m., a time when it is dicey to try to exit the college using that road.

#### 4 APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

#### 5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS – None

#### 6. DRAFT MINUTES REVIEW/APPROVAL

##### A. September 8, 2016

Commissioner Bishop called attention to the sixth paragraph on page 3 and suggested that "...to an absolute..." should read "...from an absolute..." He also referred to the first line on page 5 and noted that "CTR employee" should read "CTR employer."

A motion to approve the minutes as amended was made by Commissioner Lampe. The motion was seconded by Commissioner Larrivee and the motion carried unanimously.

##### B. September 22, 2016

Chair Zahn called attention to the third paragraph on page 3 and asked to have the first sentence revised to read "Chair Zahn said she it is difficult to understand the broader view of traffic congestion at the MMA boundaries." She also called attention to the fifth paragraph on page 6 and asked to have the first sentence revised to read "Chair Zahn asked what changes the East Link project will bring and how the city will address the change in traffic patterns."

Commissioner Bishop referred to the fifth paragraph on page 7 and noted in the first sentence that "...interested by concerned..." should read "...interested but concerned...."

Commissioner Wu called attention to the penultimate paragraph on page 8 and asked to have the first sentence revised to read "...relative to traffic speed then basing it on...."

A motion to approve the minutes as amended was made by Commissioner Lampe. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

There was consensus to reverse the order of study session items 7A and 7B.

#### 7. STUDY SESSION

##### B. 2016 Transportation Concurrency Update Report

Transportation Engineering Manager Shuming Yan explained that under the Growth Management Act, local jurisdictions must establish a concurrency ordinance. All new development that met certain thresholds must be reviewed to determine whether or not the traffic it generates will exceed the standards set forth in the ordinance. The update report is intended to assess compliance with the city's traffic standards code and to establish a platform on which to base traffic modeling. As new projects come in, the model is used to review possible impacts and to determine if additional mitigation is needed in order to comply with the

standards.

Mr. Yan pointed out that at the time the Growth Management Act was adopted in 1990, Bellevue already had traffic standards in place, having adopted them in 1989. Bellevue's standards were used to guide development of the Transportation Facilities Plan. The standards established LOS D or better citywide, and the measurement time period was the one hour with the highest traffic volumes. The code allowed the Transportation Facilities Plan to identify and designate exceptions based on certain criteria.

In 1990, the Growth Management Act was enacted and the city recognized that the LOS D standard might be too ambitious because of development that had already happened and because of the planned and projected growth, including growth adjacent to Bellevue over which the city had no control. Accordingly, the Council revised the standard to allow the downtown to go to LOS E, and in some cases LOS F, on an individual intersection basis. The LOS D standard was maintained for the rest of the city. In 1991, the Council directed the Commission to conduct a study and to involve the public in coming up with a recommendation. The Commission's recommendation, which was adopted in 1993, established the approach that is still in place that has 14 separate Mobility Management Areas, sets a performance standard for each MMA, designates the specific system intersections, and directs that performance is based on averaging the system intersections.

The MMA boundaries were drawn to divide the city into the categories of regional centers, mixed commercial/residential development, interlocal areas, and residential areas. Some revisions have been made over time to reflect growth within the city, including minor revisions made in 2015. The boundaries maintain the original categories but have also been moved to reflect annexation of the Overlake and SE Bellevue areas. The system intersections have remained basically unchanged, but in some cases they have been placed in different MMAs. The Bel-Red MMA-4 used to include Wilburton, but now Wilburton is its own MMA and MMA-4 has been extended to the east.

Mr. Yan said the standards are based on the volume/capacity ratio (V/C) of the system intersections and the congestion allowance, which is the number of intersections in each MMA that is allowed exceed the standard.

Commissioner Woosley asked what the process is for making MMA boundary decisions, and how the system intersections are identified. Mr. Yan said the Comprehensive Plan amendment process is the tool used to change the boundaries and determine the system intersections. The Commission is involved in the process.

Commissioner Woosley allowed that over time there have been changes to the way concurrency is measured. Instead of one peak hour, the measure is now taken over a two-hour period, and intersections have been moved from one MMA to another. Concerns have been raised by local residents about congestion along 150th Avenue SE in the Eastgate area. Simply fixing one intersection that has failed its LOS tests will not solve the problems. Clearly there is a need to address 150th Avenue SE at Newport Way, as well as at SE 37th Street.

Commissioner Chirls asked if additional changes to the V/C ratios have been made since 1993. Mr. Yan said he was not aware of any. Adjustments have been made to the congestion allowance for some MMAs, primarily in conjunction with changes to MMA boundaries. Commissioner Chirls said in due course he would like to have an explanation for why changes have been made.

Commissioner Larrivee suggested there is an inherent challenge involved in creating status borders given that traffic and overall mobility is all about flow. He said he would like to know more about why the MMA model was chosen and put in place. Commissioner Bishop said it was his understanding that the MMAs were set up with relatively uniform land uses in each one, which allows for setting a different LOS standard for a residential area versus a commercial area versus the downtown.

Chair Zahn asked staff to provide more background on the MMA approach, either at a future meeting or in written format. Mr. Yan said he would do that. He stressed that the Commission was created for the very purpose of focusing on concurrency and changes needed to comply with the Growth Management Act. Between 1991 and 1993, the Commission worked to develop the concurrency ordinance, which replaced the original traffic standards code. The work resulted in the 14 MMAs, the setting of performance metrics for each MMA, and a designated system of intersections where the metrics are measured. The process included extensive public engagement.

Commissioner Woosley commented that prior to the traffic standards code and the concurrency code, every project had to go through the SEPA process, which determined what mitigation, if any, was necessary. The new approach helps determine the traffic mitigation requirements for growth paying for growth. There is, however, a bleed between the MMAs. One component of the current transportation levy is the need to address the congestion getting in and out of neighborhoods.

Mr. Yan said the standards have evolved over time in order to keep pace with economic development, growth and traffic congestion.

Commissioner Chirls suggested the standards have in fact been loosened. Mr. Yan said it is true to a certain extent and it should not be viewed as a simple loosening of the standards because doing so does not recognize a number of other factors. Vehicle traffic is only one element of the overall multimodal picture.

Chair Zahn said phone apps such as Waze help people avoid backups and congestion by outlining routes through neighborhoods. That is a real concern. The system intersections as currently identified may have in the past been the right intersections, but as traffic patterns change and bleeds into the neighborhoods, the system intersections may no longer be the right ones.

Commissioner Chirls asked what the schedule is for the Commission to review the MMAs and standards and to recommend changes. Ms. Stevens said the focus of the presentation was on the most recent concurrency report and what it shows, along with some background information for foundational purposes. Should the Commission feel that a more in-depth conversation is needed about the MMA boundaries and the system intersections, time on a future agenda will be scheduled.

Ms. Stevens clarified that the changes made in 2015, including the Eastgate boundary change, began as a recommendation from the Commission in 2013. The Commission vetted the issues and played a large role in making the decision.

Chair Zahn said there has been development in discrete areas and the existing MMA boundaries may not be working out exactly as planned, at least not from the perspective of

what residents in the neighborhoods are feeling.

Commissioner Woosley said the MMAs are designed to address the city's mobility challenges. With economic development and growth comes increased passthrough traffic. However, the sense is the city is falling behind. Concurrency is related to land use, but there is a six-year lag allowed. If the transportation levy passes, it will be necessary to figure out what projects should be funded for design, and prioritized to determine which should get designed first. Bringing those conversations together may result in improvements to the current system.

Commissioner Wu asked how the concurrency discussion relates to the multimodal performance measures. Ms. Stevens said if the Commission directs staff to bring the issue back for additional discussion, multimodal LOS will definitely be part of the conversation because the two work hand in hand. Chair Zahn said she would welcome opening the conversation to include stakeholders.

Ms. Yan explained that the concurrency standard for each MMA involves the V/C ratio and the number of intersections allowed to exceed the standard. Neither metric is allowed to fall below the standards. The tools used in determining concurrency are the BKR model and specific LOS analysis tools that were developed in-house to implement the Highway Capacity Manual methodology. The input sources include the existing transportation system, existing development, approved development, and funded CIP projects.

Commissioner Bishop asked if the modeling assumes all CIP projects are completed by the sixth year. Mr. Yan said that is the case. Commissioner Bishop asked if the model includes East Link, which will not be open until 2023. Mr. Yan said he would have to check on that but suggested it likely is not given that the CIP runs only through 2021. Commissioner Bishop suggested that some of the CIP projects may not actually be fully completed by 2021. Mr. Yan said while that may be true, the criteria that is used counts projects for which the funding has been secured.

Mr. Yan pointed out that currently, the number of multifamily units is almost even with the number of single family units. Most new development is occurring in the multifamily category. In the next year or two, the total number of multifamily units will for the first time exceed the number of single family units.

Commissioner Woosley reported that the number of people per square foot occupying the office buildings run by tech companies is growing. About a decade ago, the average tech company had about 200 square feet per employee, but that number has since been reduced to between 100 and 120 square feet per employee. The increase in the number of employees per square feet has a direct correlation to trip generation. The assumptions in the model should be updated to reflect that. Mr. Yan said an effort is under way to look at that issue.

Mr. Yan shared with the Commissioners a chart showing the concurrency standard for each MMA, the 2015 existing conditions, and the 2016 concurrency platform.

Commissioner Bishop suggested the chart offers a stark and dramatic example of the standard being one thing and what people experience being something entirely different. He called attention to MMA 3, downtown, and noted that the standard is 0.95. Most people who drive in the downtown agree that traffic conditions there are awful and in dire need of being fixed, but the existing condition as of 2015 was only 0.67. The difference between the actual and the standard is extremely large. It would take a dramatic increase in traffic to get to the 0.95 level.

The standard also allows nine intersections to exceed the standard, but the 2015 existing conditions suggests that only one has actually failed. That also is way out of line with the thinking of those who live and work in the downtown. The comments can be made with regard to MMA 10, Eastgate. The public has been very vocal about how bad things are in Eastgate, but the 2015 existing condition was 0.63, well below the standard of 0.90, and only one of the allowed four intersections has failed. The reality of what people are experiencing does not jive with the findings on the chart. As with the downtown, a lot more traffic could be added to the streets of Eastgate and the standard would still be met.

Commissioner Chirls concurred with Commissioner Bishop. He said part of the problem is that the numbers represent peak traffic times. During the peak hours, construction activities are stopped in the downtown to accommodate commuters. As soon as the commuting hours end, construction begins and the roads are in many cases totally stopped to allow trucks and equipment to be transported. Those who live in the downtown and who wish to drive out of the downtown are at an impasse. The needs of residents are not necessarily the same as the needs of commuters. The standards, which were adopted in 1993 with a lot of public input, were determined before anyone lived in the downtown.

Commissioner Lampe said the intersection in the downtown that always shows up as failing is 112th Avenue NE and NE 8th Street. He pointed out that recently approval was given to construct two 40-story buildings just to the west of the Bravern and asked how that additional number of residences would not further impact that intersection. Mr. Yan said the review process includes looking at the standards for the MMA, the existing conditions, and the additional traffic the proposed new building will add to the entire MMA. The one intersection may be very bad, but there are others that are not, and it is the average of them all that counts. The tool was developed to review whether or not the impacts generated by new development can be mitigated. It looks for viable solutions.

Commissioner Bishop called attention to the last page of the report where the individual intersection LOS results were listed. He pointed out that 112th Avenue NE and NE 8th Street failed the 0.95 standard soundly with a 1.06. The 2016 projection for the same intersection which accounts for the two new 40-story buildings, shows the 1.06 increasing to 1.15. The 1.15, which is a badly failing score, gets averaged in, bringing the MMA to only 0.72. Only the one intersection is projected to fail in 2016.

Chair Zahn suggested that while the measurements are being taken at the right intersections, the averaging approach does not accurately indicate the effects. She also noted that the intersection of 150th Avenue SE and Newport Way comes in at 0.97, and the intersection of 128th Avenue SE and SE 38th Street in Factoria measures at 0.94. It is clear that discrete intersections have problems that the averaging approach is not accounting for.

Commissioner Larrivee asked if the standards in the downtown are incongruent with what is in place for other similar cities. He said he understands that there is angst, but said congestion is exactly what he expects to encounter when driving into dense urban areas. He said he has never encountered a big city with high density that does not have congestion. He questioned if Bellevue is attempting to be different. Commissioner Bishop said a 0.95 is what can be expected to any dense downtown.

Commissioner Woosley said Bellevue's downtown is different from other cities due to the superblock outline that reduces capacity.

Commissioner Chirls allowed that Bellevue's standard may be similar, but said his experience with other cities has not been the same of trying to get out of where he lives in the downtown.

Commissioner Bishop said the same perceptions exist in downtown Seattle. There is not a single intersection in downtown Seattle that has a problem. The issue is when the freeway backs up and traffic cannot access it, traffic backs up onto the city streets. Construction also triggers problems. From a data point of view, every intersection in downtown Seattle works great, but everyone believes there are terrible problems there.

Commissioner Chirls said what other cities offer that Bellevue does not is alternatives in the form of subways and other transit options. Commissioner Larrivee suggested that is a response to what to do about congestion rather than a response to how to measure congestion or what the standards should be. He reiterated that he is not in any way surprised to encounter congestion in the downtown because it is a high-density area. Commissioner Chirls said the lack of alternatives adds to the level of frustration and the perception that things are pretty bad.

Commissioner Woosley suggested the real question is whether or not the standards are right. They certainly are not in line with the reality of the experience. Bellevue can choose to disperse the growth patterns to other parts of the city, such as the Bel-Red corridor which is twice the size of the downtown. There is a proper balance between land use and transportation, and in the downtown there is clear limits to how much more capacity can be gained.

Commissioner Woosley added that at the time the Growth Management Act was enacted there was capacity in the systems, particularly with respect to the highways which were built out with 30 or 40 years' worth of excess capacity. Accordingly, the city was disinclined to build additional arterial capacity because it was an easy thing to just get on the freeway to access other parts of the city. In the late 80s chronic congestion began to appear on the freeways and when the call went out for more transportation infrastructure capacity, it was met with resistance. The GMA was focused on preserving rural areas and accommodating growth in urban areas. The argument was made that it is less expensive to use existing transportation infrastructure than to build new infrastructure. While that is true, it is not really the issue because now any expansions to the existing infrastructure must occur in built environments.

Mr. Yan stated that under the current system, the existing roadway system meets the city's traffic standards and there is room for additional growth.

Chair Zahn said while the data shows that to be the case, that is not what the people are seeing both in terms of perception and reality. She suggested the topic is one around which a joint discussion with the Planning Commission would be helpful. She also urged staff to look into scheduling meetings out in the neighborhoods where the people are.

#### A. Developing the Next Generation BKR Model

Mr. Yan reminded the Commissioners that staff had provided them with an update regarding the BKR model, how it is used, its strengths and limitations, and opportunities for improvement. The Commission gave direction at that time to continue coordinating with the partner jurisdictions and to check with other jurisdictions to gauge their interest in being involved. He said there is some interest on the part of staff in Newcastle, Sammamish and Renton, but any decisions to move forward by those jurisdictions will be up the local city councils. A national peer review was subsequently conducted. Input from local consultants was solicited, and a preferred design was selected. The city has entered into a contract with RSG

Inc. to develop the model.

The peer review was conducted by a panel of experts from the Puget Sound Regional Council, Portland Metro, Atlanta Planning Commission, Northern Virginia Planning Commission, and the city of Calgary in Alberta, Canada. The panel reviewed the draft model design options and developed a recommendation that included some improvements.

The expectations of the new BKR model include support for multimodal performance metrics and assessing multimodal needs and potential usage. The model is being designed to be more sensitive to changes in land use, including densities and mixed use development, travel options and transportation technologies, congestion, and transportation policies such as tolling and parking costs.

The jurisdictional partners are Kirkland and Redmond, and the model is being developed in close association with the Puget Sound Regional Council. RSG, Inc. is the contracted consultant, but a significant portion of the work will be done by staff in order to reduce costs.

Chair Zahn asked why Issaquah is not partnering in the work. Mr. Yan said they have not entered into a financial partnership, but the model does include Issaquah.

Mr. Yan said the contracted amount is \$150,000. The timeline calls for the initial model to be developed by mid-2017, after which it will be tested and refined for real-world applications.

Commissioner Bishop commented that in moving away from doing manual calculations to doing computer calculations, the fact that computers are incredibly data hungry was highlighted. No answers are spit out unless there is data input. With regard to taking a multimodal approach, he pointed out that consideration is being given to how bike data can be collected, but to date there is very little data available that could be fed into the computer model. He said it will be interesting to see how the developers of the new model will deal with the lack of data for pedestrians and bicycles. Mr. Yan agreed and said staff does not expect to have all the data needed overnight. Given the focus on a multimodal approach, there is a clear need to collect more data for every area, but that will occur over time.

Chair Zahn questioned the degree to which data will be collected and fed into the model as it relates to the traffic impacts resulting from the construction of East Link and the location of the temporary parking lots. She said she also wondered about being sensitive to transit-oriented development given that there are very few such developments online in Bellevue.

Commissioner Wu commented that the East Link and downtown construction impacts will continue for some time and she asked if the new model could serve as a tool for managing traffic flow during construction. She said she also would be interested to see how well the new model will bridge the gap between hard numbers and the public's perception of traffic conditions.

#### C. Pedestrian and Bicycle Implementation Initiative (PBII) – Progress Report and Next Steps

Senior Transportation Planner Franz Loewenherz said the Pedestrian and Bicycle Implementation Initiative is cited in the Comprehensive Plan as an approach to help make Bellevue a great place to walk and bike. It is intended to establish targets and to identify programs and projects. It is also intended to identify how to fill the gaps in the priority bike



corridor network, and to advance the targets established for arterial sidewalks. The initiative links planning with implementation. In initiating the Pedestrian and Bicycle Implementation Initiative, the Council gave oversight responsibility to the Transportation Commission and directed that input be sought from the broader community.

There are seven task elements, and the 30 staff from various city departments are organized into groups to address each element. Mr. Loewenherz said the group's report to the core team, which is comprised of himself, Andreas Piller and Stela Nikolova. The core team answers to Paula Stevens. The initiative is about more than just the seven tasks, it is about advancing a culture change within the organization to achieve the Comprehensive Plan objective of providing people with mobility options and creating safer environments. It includes people, data and policy. The Commission has been actively involved to date. The collaborative effort has included installing data counters, trying different facilities, and working together with the public in a variety of ways. During a data gathering excursion to Copenhagen, it was learned that 63 percent of all commute trips are made by bicycle.

Commissioner Woosley pointed out that the terrain in Copenhagen is flat and the people there live very different lifestyles. There is a very heavy tax imposed on the purchase of automobiles and gasoline, both of which are intended to discourage that mode of travel. There are likely many things they do that can be applied locally, but in other ways the comparison involves apples and oranges.

Mr. Loewenherz noted that in September Bellevue won the Mayor's Challenge award sponsored by the U.S. Department of Transportation. Bellevue won in the data category for the efforts put into better understanding walking and biking in the city.

The Big Jump Project is part of the culture change. The opportunity, presented by People for Bikes Project, offers the opportunity to leverage more data and consultant resources to supplement the existing staff efforts. Applications from over a hundred cities have already been submitted, and ten cities will be selected to be the recipient of the support.

Mr. Loewenherz said the first task is focused on ped/bike safety. The Council-approved program principles call for providing a safe pedestrian and bicycle environment, which is a prerequisite to making non-motorized travel a viable, attractive option in Bellevue.

Chair Zahn pointed out that a fatality involving a pedestrian and a vehicle occurred in the city on October 5. She said that stressed the need to take steps to prevent another such incident from occurring.

Mr. Loewenherz said staff are aware that as an industry, the city is in reactive mode. Over the past decade there have been 17 fatalities, 144 serious injuries, and a little over 5000 crashes. What remains missing, however, is information about where near misses are occurring. To address that shortfall, a wikimap live was posted which generated over 1600 data points where people identified safety concerns. Staff will be doing a deep dive into the data and will provide more reports going forward. The data will be published online so that people will have access to it. In partnership with Microsoft, Zenit and the University of Washington pm video analytics, a lot of interest is being generated nationally and internationally; both New York City and Los Angeles have expressed an interest in joining the partnership, as well as researchers in Sweden and the University of British Columbia. The focus is on creating a predictive system.

Mr. Loewenherz shared with the Commission a matrix showing the 14 deliverables and noted that for six of them the Commission will be playing an active role in discussing and providing recommendations. He explained that four of the deliverables relate to the safety program that is under way, specifically the Vision Zero story map, the 2006-2015 pedestrian and bicycle crash analysis report, the video analytics towards Vision Zero partnership, and the Vision Zero action plan, for which the Commission will play an active role.

Mr. Loewenherz said the second task is focused on the bicycle priority corridor. The Council principle calls for advancing the implementation of Bellevue's planned Bicycle Priority Corridors to facilitate continuous bicycle travel along a connected grid of safe facilities throughout the city and the region. The business community has made it clear that the issue is of importance to them. The general public has voiced support for a system that is connected, protected and rapid. If the November ballot measure passes, the bicycle priority corridor work is one of six elements that will receive funding.

Commissioner Woosley asked where the Commission's recommendation for early implementation funding is in the budget process. Ms. Stevens said the recommendation of the Commission was forwarded to the leadership team and from there to the City Manager's office. The budget proposed by the City Manager is currently being packaged for presentation to the Council on October 17.

Mr. Loewenherz noted that of the 14 deliverables, the related to Task 2 are the Big Jump Application, the BRIP Implementation Strategy, and the update to the 2009 Pedestrian/Bicycle Plan. The Commission will be involved directly in the second and third of those three elements.

The Transit Master Plan Integration Report comprises Task 3. The Council program principle specific to the topic calls for determining where pedestrian and bicycle investments can improve the connectivity of the multi-modal transportation system. The city is a partner in ensuring transit usage increases by focusing on land uses and the ped/bike environment.

Commissioner Woosley commented that where the East Link line will run, two bus routes will be removed and there will be fewer access points to the transit line because there are fewer light rail stations than bus stops. It will be all the more important to look into the neighborhoods as well as the commercial areas that are slated for redevelopment to improve the ped/bike connections, particularly to the light rail stations that will replace the bus stops. Chair Zahn added that making sure routes to and from the temporary parking lots will also be important. Mr. Loewenherz agreed and pointed out that in the early thinking about rapid implementation following the levy ideas have been developed for how to enhance connectivity before light rail comes online.

Mr. Loewenherz said Metro Connects is the long-range vision of King County Metro. The vision highlights pedestrian and bicycle mobility as a priority and contemplates the idea of expending financial resources on sidewalk and bicycle facility construction because of the potential those facilities represent for improving transit usage.

Only one of the 14 deliverables is directly related to Task 3, and that is the PSRC Access to Transit study. The process has been under way for over a year. The level of coordination between the city and King County Metro and Sound Transit on the topic has been very high.

Commissioner Woosley asked how the study is being coordinated with the station area

planning process. Transportation Planner Andreas Piller said the outcome of the PSRC study will not directly inform the station area plans that have already been developed. What it will, however, is provide a comprehensive understanding of all the partners involved across the region.

Commissioner Lampe said he was encouraged to hear that King County Metro was considering funding for access facilities. The Council has weighed in a number of times about NE 8th Street and the pedestrian crossover. To the extent the arguments continue to be made, the city will benefit.

Mr. Loewenherz said the Pedestrian and Bicycle Implementation Strategy Report is the focus of Task 4. The Council's program principle associated with the strategy calls for continuing to aspire to the vision established by the 2009 Pedestrian and Bicycle Transportation Plan, pursuing its goals, and monitoring the established measures of effectiveness. The strong show of public support for getting things done right away is reflected in the communications from REI and others.

Aside from the levy, the city is also partnering with King County Metro on grant applications and has been successful in securing funding to advance the Eastgate Way bike lanes. Explorations are continuing to discover ways funds can be leveraged.

Commissioner Woosley agreed that good investments are being made. He said it was his understanding that the Safeway ice cream and bakery site just north of the Spring District has been chosen to be the location for a new elementary school to serve the growth in the downtown, Spring District and Wilburton areas.

Mr. Loewenherz stressed that the Commission will be involved in the Task 4 strategy on sequencing the BRIP Implementation Strategy.

Task 5 is focused on the ped/bike count assessment report. The Council's program principle for the task is to research pedestrian and bicycle count technologies to improve the city's data driven decision-making. The intention is to get to the point where graphics can be generated showing the correlation between adding facilities, increasing usage, and reductions in traffic fatalities. There are some great case studies available in the literature that will help to inform the process.

Mr. Loewenherz said in addition to the count report, Task 5 involves formulating a tech memo that looks at other data collection techniques. One technology the city is going to start leveraging is loop detectors in the bike lanes. That will enable generating more data in addition to the two permanent count locations.

Commissioner Woosley asked if it would be possible to use self-reporting by using technology attached to bicycles. Mr. Loewenherz said there is a system called Strava Data. One of the benefits of being selected for the Big Jump program is being provided with the self-reporting ability.

Of the 14 deliverables, three apply to Task 5, namely the 2015 ped/bike count report, the count program tech memo and potential story map, and the ped/bike performance story map.

Mr. Loewenherz said the bike share feasibility analysis report was approved by the Council as Task 6. The Council principle associated with it is to coordinate with other efforts underway in

Bellevue related to pedestrian and bicycle issues. Along with three other Eastside cities, Bellevue was the recipient of a \$5.5 million grant from the state to undertake a feasibility study and to pilot a bike share system. King County is managing the funds and Bellevue is playing a partnership role. The Commission will have a role to play jointly with the Planning Commission in the deliverable that involves the bike share feasibility study. The move forward will learn from the lessons of other jurisdictions, both positive and otherwise.

Task 7 is the progress measurement and management report. The Council principle calls for refining the existing metrics to track plan progress and engaging other departments as needed to foster a One City commitment to active transportation. The focus is ongoing from good to great. Several progress reports are being developed, and there are other ways to assess the data. One tool illustrates the walk/bike score. The Commission will be very involved in helping to frame the metrics of success and in developing the performance management strategy, which is one of the deliverables.

Mr. Loewenherz said the priority will not be on winning an award, rather it will be on delivering on the expectations of the public. The city can elect to spend its money any number of ways, but the best approach will be to address the public's expectations in moving toward success.

Assistant Transportation Planner Stela Nikolova informed the Commission that in 2015 there were 1.65 miles of pedestrian facilities, 91.4 percent of which were sidewalks. There were also 4.75 miles of bicycle facilities, of which 92.8 percent were bike lanes. Policy PB-2 from the 2009 Pedestrian/Bicycle Plan calls for 25 miles of arterial sidewalks by 2019. She shared with the Commission a chart showing the progress made since 2009 toward that goal and noted that at the current rate, by 2019 less than half the goal will be attained.

The 2009 Pedestrian/Bicycle Plan also calls for two east-west and two north-south bicycle route through the city by 2019. The north-south 2 corridor is at 71.7 percent completion, and the east-west 5 corridor is 69.4 percent complete. The north-south downtown segment is 50 percent completed, and there are as yet no east-west segment through the downtown.

Turning to the pedestrian and bicycle count report, Ms. Nikolova noted that in the past counts were taken for three consecutive days for two peak periods in late September and early October. The days were considered to be typical for the year. Staff and volunteers conducted the manual counts of both bicyclists and pedestrians using video from traffic cameras. In March 2015, WSDOT installed two eco-counter systems, that involve a combination an inductive loop detector and an infrared sensor. The infrared sensor registered body temperature and the inductive loop sensors are triggered by the metal in bicycles. The difference between the two counts is the number of pedestrians. The data is automatically transmitted to the eco-counter software and is available for download the next day.

Ms. Nikolova shared with the Commissioners a graph showing the average hourly pedestrian and bicycle volumes for both the I-90 trail and the SR-520 trail counter locations. She noted that the bicycle volumes on the I-90 trail are four to five times higher than the pedestrian volumes, whereas on the SR-520 trail are six to seven times higher than pedestrian volumes. There is also a very large difference between the volumes on the I-90 trail versus the SR-520 trail. It is anticipated that once the SR-520 trail is completed over the bridge, the volumes will increase. For both trails, the pedestrian and bicycle volumes increased during the morning and evening peak hours. She pointed out that both pedestrian and bicycle volumes decrease during the fall and winter months. The pedestrian and bicycle volumes are higher on the I-90 trail on

the weekends, whereas the volumes on the SR-520 trail are higher on weekdays.

A motion to extend the meeting by 15 minutes was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

Commissioner Lampe asked when the west end of SR-520 is supposed to be completed. Ms. Nikolova said she did not have an exact date. Once the project is completed, however, it will be possible to assess how the connectivity will influence volumes on the trail.

Mr. Piller called attention to the wikimap online surveys that were conducted over the past year. The Council strategy and program principles call for engaging stakeholders throughout the process to inform the prioritization of projects. The wikimaps are a single part of the community engagement effort, but they are a significant component. The first wikimap allowed the public to identify ped/bike safety issues, report near misses, and suggest preferred solutions. It was live from late August through October and generated over 700 responses and over 1600 data points. About a third identified issues concerning walking accommodations, just over a third identified biking accommodations issues, and just under a third identified driving behaviors. The balance of comments were regard to walking and bicycling behaviors.

Collectively, walking and biking accommodations and driving behaviors received nearly all of the comments. Mr. Piller showed the Commissioners maps indicating where the identified issues were located by neighborhood. He noted that for walking and driving, the primary location for issues was in the downtown. On the driving behavior side, there were virtually no streets or intersections in the downtown where issues were not identified. On the bicycle side, Northwest and West Bellevue were identified most often, followed by Bel-Red and then the downtown.

Mr. Piller said the points were then associated with the street networks to identify corridor segments that received a high number of comments. He shared with the Commissioners a map showing issues along corridors, and another map showing issues at intersections and street crossings. He noted that the standout corridors were NE 8th Street crossing I-405, Newport Way, NE 40th Street in Bridle Trails and 128th Avenue NE in Wilburton. The intersections for which issues were identified were primarily in the downtown, namely NE 8th Street and 112th Avenue NE, NE 8th Street at the I-405 ramps, and the intersection of 92nd Avenue NE with Sunset Drive.

With regard to bicycling accommodation issues, Mr. Piller said the corridors of greatest concern were Northup Way, SE 8th Street and the Lake Hills Connector, 114th Avenue SE from SE 8th Street to the downtown, 108th Avenue SE, and SE 36th Street to the south of I-90. Issues were reported in corridors where there are bike lanes, but they were primarily reported in corridors that lack bicycle facilities.

People were asked about the degree to which they feel safe walking or biking in the locations where there are issues with safety. About 80 percent reported feeling not safe or very unsafe.

The Commissioners were shown maps indicating where people had witnessed or experienced near misses relative to walking accommodations, biking accommodations and driving behaviors. Over 70 percent of the locations identified as having driving behavior issues were also indicated as places where people have experienced near misses. It is clear that the incidents of recorded collisions make up only a small slice of the overall picture.

Mr. Piller said wikimap 2 was available from mid-March to the end of April. It allowed people to comment on the BRIP project ideas. There were over 500 responses and more than 130 respondents. For each facility on the map, respondents were asked if the facility would make it safer to bike; if it would provide a useful connection; how likely the respondent was to ride there if the facility were not implemented; and how often they would ride there if the facility was constructed. Additional questions were asked for the 14 projects that would involve some on-street parking displacement.

A motion to extend the meeting by 15 minutes was made by Commissioner Lampe. The motion was seconded by Commissioner Woosley and the motion carried unanimously. A high degree of interest was expressed relative to the projects that provide access to the downtown, including 108th Avenue SE, 114th Avenue NE, and 112th Avenue NE. Also highlighted were SE 8th Street and Lake Hills Connector, and SE Eastgate Way. Very little concern was expressed by the respondents about the loss of on-street parking.

Chair Zahn pointed out that the wikimap respondents were self-selected. She said it is not clear that all demographics are being reached. If the data is to be used as part of Vision Zero and the process of yielding safer streets and sidewalks, some additional outreach should be done to get more global input.

Commissioner Bishop commented that historically, work aimed at safety improvements has taken into account only reported collisions, not anecdotal information, which is often scattered and unreliable. If the near miss data were to be collected scientifically, it would have a huge amount of potential. Chair Zahn agreed that hard data is the best data to rely on, but added that anecdotal information is important as well, particularly when it comes to addressing perceived safety. It would be helpful to have an open channel for self-reporting.

Mr. Loewenherz agreed that while the wikimap results give good general information, it is very challenging to leverage that kind of dataset in an actionable way. That is why video analytics is preferred because it yields actual near miss events and their severity as well as the number of pedestrians and bicyclists and their trajectories, providing an exposure rate.

Mr. Piller said staff looked at both the number of people who said facilities would improve safety and would offer useful connections, as well as the percentages of people who responded to each project. In general, many of the projects had 90-some percent saying they would improve safety, but there were also several facilities the respondents indicated would not improve safety. Largely, but not exclusively, those were the sharrow projects. Areas notable for having been highlighted as places the respondents would not ride under existing conditions included Northup Way, Eastgate Way, and the Lake Hills Connector.

8. OLD BUSINESS – None

9. NEW BUSINESS – None

10. REPORTS FROM COMMISSIONERS

Commissioner Woosley said a joint presentation by the city and Sound Transit would be provided to the Enatai neighborhood about the impending closure of the South Bellevue park and ride and the East Link construction project. Ms. Stevens said staff was working to secure Enatai elementary school as the location for the November 10 Commission meeting. The agenda for that meeting includes an update regarding the Bellevue Way HOV lanes.

12. STAFF REPORTS – None

13. COMMISSION CALENAR

Ms. Stevens reviewed the upcoming agenda items.

14. ADJOURN

Chair Zahn adjourned the meeting at 9:33 p.m.

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Secretary to the Transportation Commission

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Date

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Chairperson of the Transportation Commission

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Date